



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

points or principles which have bearings on after-war problems. Among the economic factors in an enduring peace are noted the control of raw materials, foreign markets, and territorial problems. Lastly the problems of reconstruction, demobilization, and social reform are considered.

The book consists of about two hundred and fifty selections, all of them timely but not trivial nor temporary in their interest. The editors have shown surpassing ability to get valuable readings from unusual sources, bringing together much important material not to be found in the usual library. Some maps, charts, and statistical tables are included. People interested in particular problems may object to the distribution of emphasis, but in general the editors have held to rather good proportion in assigning space to the various topics.

The division into chapters is not always happy. The chapter on war-time regulation of trade and industry is followed by a discussion of government control of food, fuel, transportation, and prices, which might easily have been included in the previous chapter. Again "cost-plus" and other interesting forms of contract are treated under price control.

Each chapter has an interpretative introduction. These are especially well done. A good balance is maintained between stating what the various selections show, raising important issues for consideration, and indicating the wider bearings of the subject. Then within the chapters are "editorials" in which the editors discuss phases of topics that have not been adequately presented by the readings. Many of these editorials are extremely valuable. In a number of cases "editors' notes" explain something about the author of the selection, as for example the finely humorous statement "General von Bernhardt (1849—) is an authority on cavalry tactics. . . ." There are helpful cross-references, and both an author and a subject index.

The reading of the book gives the conviction that the work was worth doing and that it has been well done.

JAMES D. MAGEE

UNIVERSITY OF CINCINNATI

---

*War Time Control of Industry. The Experience of England.* By HOWARD L. GRAY. New York: Macmillan Co., 1918. Pp. xv+304.

In this book Professor Gray has presented a straightforward and readable account of the experience of England in organizing her economic resources for war. Part of the material was collected for the Commercial

Economy Board of the Council of National Defense, and is here made accessible to the general public. As befits a good historian, Professor Gray divides his subject into periods and distinguishes three phases through which British control of industry has passed. First came ten months of tentative action (during which, however, the railroads were taken over). Then followed nearly a year and a half of determined regulation in which shipping and the output of munitions and army supplies took the most prominent place. Finally, beginning with the concluding months of 1916, England has entered upon a period of still more general and stringent control, centering around the production and distribution of the necessities of life. In this period the nation was put on rations and the cheap loaf subsidized. Still true to the historical principle, the author arranges his chapters in the general order in which the various branches of industry were taken under government control. Thus he successively takes up the railways, munitions and labor, the coal mines, wool and woolens, hides and leather, shipping, food, and agriculture. In the introduction and in the concluding chapter we find his general interpretation of the situation as a whole.

The book shows very clearly the steps by which a naturally individualistic nation has been led from one measure to another of constantly increasing control. England's dependence on imported supplies has apparently played a large part in this, making it essential that the government have absolute assurance of adequate supplies. The control of the prices of essential materials like wool and leather has led to government purchase of available supplies and to a government monopoly, or near-monopoly, of dealings in these commodities. On the heels of this comes strict control of profits and production wherever any such materials are released by the government for private use. The reasons for the subsidized loaf and the adoption of a rationing policy are well set forth.

In the concluding chapter Professor Gray compares British and American experience, holding that Great Britain is traditionally more attached to a policy of *laissez faire* than is the United States, but that her situation placed her under a more compelling pressure to adopt a policy of control. In viewing England as a supremely *laissez faire* country, the author appears to underemphasize such matters as the strength of the co-operative movement and of the Labor Party with its semi-socialistic character, municipal socialism, agrarian reforms for Ireland, old-age pensions, and the Lloyd George budget. Taking one thing with another, the reviewer is inclined to say that Great Britain before the war was farther from *laissez faire* than was the United States; however,

the point is not vital to the argument of the book. The author finds that this country has acted more promptly than Great Britain, without having as yet (in the autumn of 1917) developed such a thoroughgoing system of control. Shipbuilding is an exception, due to the circumstances of the case, for we had to create an industry anew, while Great Britain had private establishments capable of handling the work. On the other hand, we have not as yet taken over the coal mines, a measure to which England was forced through her failure to prevent strikes under private management. When Professor Gray wrote, general policies of rationing both consumers and producers had not made their appearance in this country, but they are rapidly being developed. However, not even scientific curiosity can make one hope to see the experiment carried out to the end, and to know just how long the war will have to last in order to bring us to the same severity of rationing systems that have been forced upon other nations.

Professor Gray's book pays the penalty of any work brought out in the midst of the process it is describing. But in spite of its avowed incompleteness, it furnishes a very valuable description of a series of emergency measures which cannot fail to have some permanent effect on national policy, even though the emergency should be over before these words are read.

J. M. CLARK

UNIVERSITY OF CHICAGO